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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

No Chart NOTAMs for Airport UNEE

Airport Information

UNEE (Kemerovo)

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General Info

Kemerovo, RUS

N 55° 16.2' E 86° 06.5' Mag Var: 8.4°E

Elevation: 873'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 05-23 10499' x 197' concrete

Runway 05 (46.0°M) TDZE 832'

Lights: Edge, ALS

Runway 23 (226.0°M) TDZE 844'

Lights: Edge, ALS

Communications Info

Kemerovo Start Tower **124.0** Kemerovo Start Tower **118.3** Kemerovo Approach Control **128.5**

Kemerovo Approach Control 125.5

Notebook Info

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KEMEROVO, RUSSIA JEPPESEN UNEE/KEJ KEMEROVO 10-2) Eff 22 Oct STAR

873

Alt Set: MM (hPa on request) QNH on request

Trans level: FL30 Apt Elev FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520' (1688') AMOTI 2A [AMOT2A] LAPAK 2A [LAPA2A] MOTOK 2A [MOTO2A] RATKO 2A [RATK2A] **AMOTI** 57.0 E089 03.0 ROLEB 2A [ROLE2A] RWY 05 ARRIVALS FROM EAST & SOUTH N55 FOR STARS CAT A & B REFER TO CHART 10-2D 99<u>5 N</u> | 17.0 E086 08.5 ALT/HEIGHT CONVERSION QNH (*QFE)* 2520' (1688' - 500n E087 MEA when under radar control. • N55 06.8 E085 56.8 N55 08.5 1085 53.2

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KEMEROVO, RUSSIA JEPPESEN UNEE/KEJ (10-2A) Eff 22 Oct KEMEROVO Alt Set: MM (hPa on request) QNH on request Trans level: FL30 Apt Elev FL39 if pressure is 759mm (1011.9 hPa) or less and 8731 equal or more than 733mm (977.3 hPa) 2700' FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520' (1688') **GISAD** ASBET 2A [ASBE2A] N57 46.6 E086 33.8 BUKAM 2A [BUKA2A] GISAD 2A [GISA2A] NALED 2A [NALE2A] ▲ N56 05.1 E086 15.3 NALED N55 57.2 E085 33.9 TM 2A TOGNA 2A [TOGN2A] **RWY 05 ARRIVALS** FROM SOUTHWEST, WEST & NORTH MEA when under FOR STARS CAT A & B radar control REFER TO CHART 10-2E NALED 995 N N55 17.0 E086 08.5 N55 11.3 E085 49.2 At 2520' (1688') N55 13.3 E085 47.6 **TOGNA** N55 12.6 E085 47.6 N55 12.4 E084 41.9 N55 11.4 E084 22.8 . (FAF) N55 12.5 E085 57.6 076°≻ 11 TOGNA 2A At 2520' (1688') BUKAM 2A N55 10.2 E084 41.7 **BUKAM** N55 08.5 E084 20.2 ASBET NOT TO SCALE FL CONVERSION FL49 FL1500m N54 41.5 E085 03.7 FL39 FL1200m FL30 FL900m ASBET A ALT/HEIGHT CONVERSION QNH 2520' (1688' - 500m)

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KEMEROVO, RUSSIA JEPPESEN UNEE/KEJ KEMEROVO (10-2B) Eff 22 Oct STAR

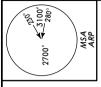
Apt Elev 873

Alt Set: MM (hPa on request) QNH on request Trans level: FL30

FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)

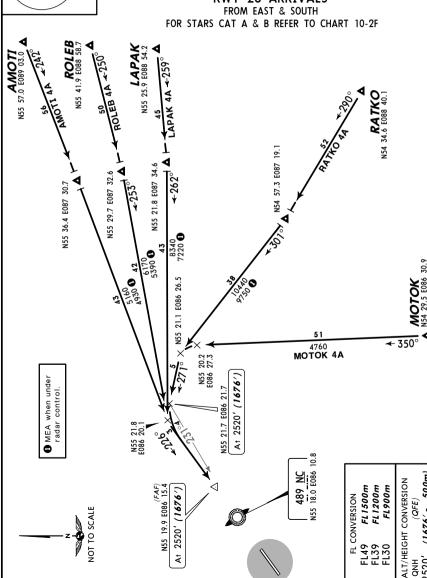
FL49 if pressure is 732mm (975.9 hPa) or less

Trans alt: 2520' (1676')



AMOTI 4A [AMOT4A], LAPAK 4A [LAPA4A] MOTOK 4A [MOTO4A], RATKO 4A [RATK4A] ROLEB 4A [ROLE4A]

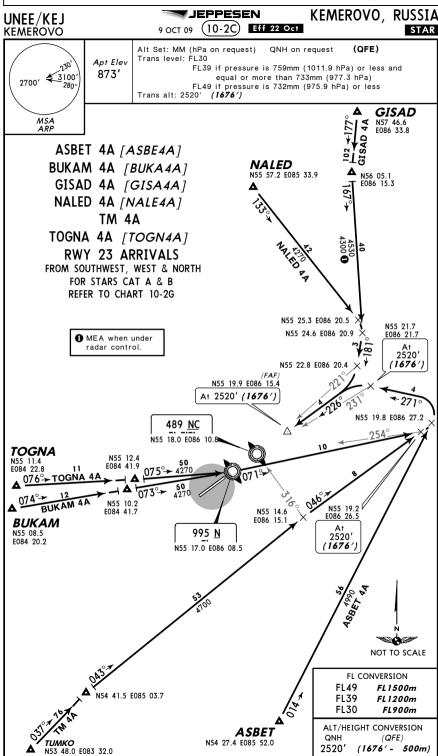
RWY 23 ARRIVALS



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CHANGES: STAR ASBET 4A established; STAR UNTT 4A replaced by NALED 4A.

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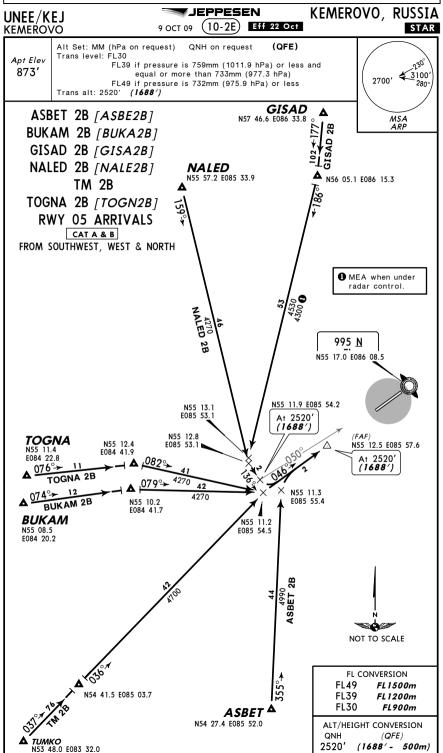
JeppView 3.6.3.1 KEMEROVO, RUSSIA JEPPESEN UNEE/KEJ KEMEROVO (10-2D) Eff 22 Oct STAR Alt Set: MM (hPa on request) QNH on request Trans level: FL30 Apt Elev FL39 if pressure is 759mm (1011.9 hPa) or less and equal 873 or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520' (1688') AMOTI 2B [AMOT2B] **AMOTI** N55 57.0 E089 03.0 LAPAK 2B [LAPA2B] MOTOK 2B [MOTO2B] RATKO 2B [RATK2B] ROLEB 2B [ROLE2B] RWY 05 ARRIVALS CAT A & B FROM EAST & SOUTH MEA when under radar control. E087 19.1 ALT/HEIGHT CONVERSION QNH (*QFE*) 2520' (**1688' - 500**n FL 49 FL 39 FL 30 FL 30 995 MOTOK 2B

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CHANGES: None.

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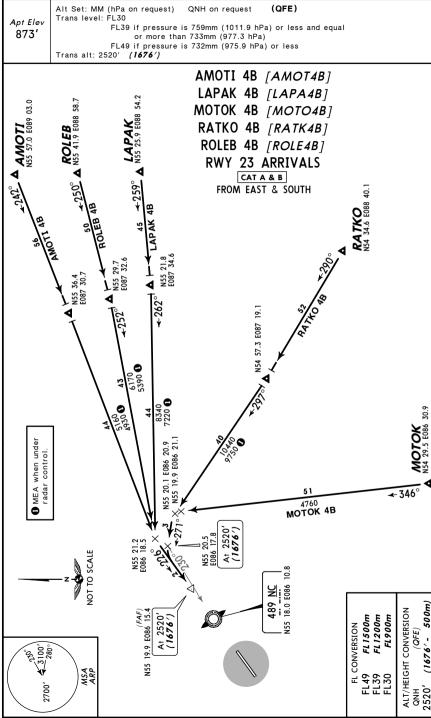


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CHANGES: STAR ASBET 2B established; STAR UNTT 2B replaced by NALED 2B.

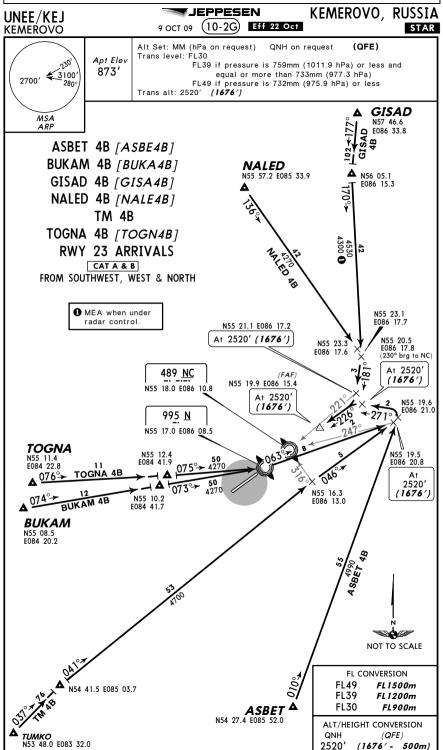
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JEPPESEN KEMEROVO, RUSSIA UNEE/KEJ KEMEROVO (10-2F) Eff 22 Oct STAR



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CHANGES: None.

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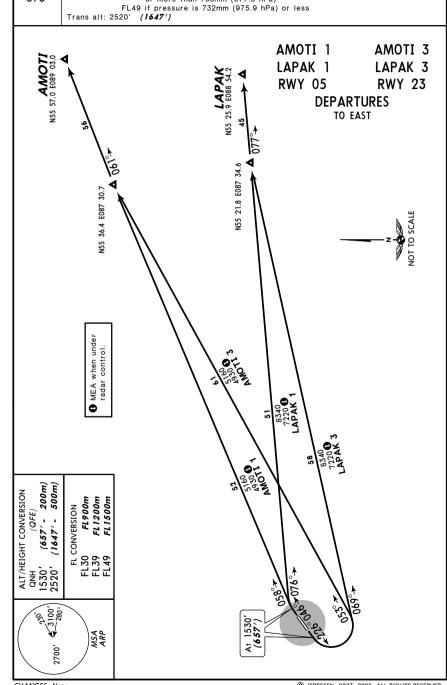
KEMEROVO, RUSSIA JEPPESEN UNEE/KEJ KEMEROVO 9 OCT 09 (10-3) Eff 22 Oct QNH on request (QFE) Trans level: FL30 Apt Elev FL39 if pressure is 759mm (1011.9 hPa) or less and 8731 **3100**′ equal or more than 733mm (977.3 hPa) 2700' FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520' (1647') 280° GISAD 3 GISAD 1 MSA GISAD A NALED 3 NALED 1 N57 46.6 E086 33.8 **RWY 05 RWY 23 DEPARTURES** TO NORTH N56 05.1 E086 15.3 **NALED** N55 57.2 E085 33.9 NOT TO SCALE 1 MEA when under radar control. NALED ALT/HEIGHT CONVERSION (QFE) 2190' (1317' - 400m) 2520' (1647' - 500m) FL CONVERSION FL30 FL900m FL39 FL1200m FL49 FL1500m 489 <u>NC</u> N55 18.4 E085 52.1 N55 18.0 E086 10.8 At FL39 At 2190' (1317')At 2190' (1317')

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KEMEROVO, RUSSIA JEPPESEN UNEE/KEJ KEMEROVO 9 OCT 09 (10-3A) Eff 22 Oct

Apt Elev 8731

QNH on request (QFE) Trans level: FL30 FL39 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)



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KEMEROVO, RUSSIA JEPPESEN UNEE/KEJ KEMEROVO 9 OCT 09 (10-3B) Eff 22 Oct SID QNH on request (QFE) Trans level: FL30 Apt Elev FL39 if pressure is 759mm (1011.9 hPa) or less and 8731 €3100′ equal or more than 733mm (977.3 hPa) 2700' FL49 if pressure is 732mm (975.9 hPa) or less 280° Trans alt: 2520' (1647') ASBET 1 ASBET 3 MSA MOTOK 1 моток з RATKO 1 RATKO 3 RWY 05 **RWY 23 DEPARTURES** At 1530' (657') TO SOUTH MEA when under radar control. 100° 4990 **ASBET RATKO** N54 34.6 E088 40.1 NOT TO SCALE моток ALT/HEIGHT CONVERSION ▲ N54 29.5 E086 30.9 QNH (QFE) 1530' (657' - 200m) 2520' (1647' - 500m) **ASBET** FL CONVERSION N54 27.4 E085 52.0 FL30 FL900m FL39 FL1200m FL49 FL 1500m

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CHANGES: ASBET SIDs established.

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KEMEROVO, RUSSIA JEPPESEN UNEE/KEJ 9 OCT 09 (10-3C) Eff 22 Oct KEMEROVO QNH on request (QFE) Trans level: FL30 Apt Elev FL39 if pressure is 759mm (1011.9 hPa) or less and equal 8731 or more than 733mm (977.3 hPa) FL49 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520' (1647') BUKAM 1 BUKAM 3 TM 1 TM 3 TOGNA 1 TOGNA 3 RWY 05 **RWY 23 DEPARTURES** TO WEST TOGNA 12.4 41.9

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UNEE/KEJ

☼ JEPPESEN20 FEB 04 10-4

KEMEROVO, RUSSIA

NOISE ABATEMENT

GENERAL

KEMEROVO

Noise abatement procedures shall be carried out by crews of all aircraft. It shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

ARRIVALS

In case of complicated meteorological conditions the pilot-in-command may deviate from noise abatement procedures during approach phase if he considers it necessary for safety reasons.

Preferential runway is runway 05, especially at night.

During approaches to both runways, joining circle maneuvers shall be carried out strictly according to the pattern.

DEPARTURES

Take-off of IL-76 and IL-76T is limited at night.

Nominal regime of noiseless take-off procedure according to the Airplane Flight Manual shall be established at 2180' (1317'-400m) for IL-86 and IL-96 aircraft and at 2510' (1647'-500m) for other aircraft.

Initial turn shall be carried out at a height not less than 2180' (1317'-400m) on take-off heading 226° and departing to Matveyevsky, Tolmachevo, Novotyryshkino,

Kozhevnikovo, Tomsk and Maksimkin Yar. On take-off heading 046° departing to Kozhevnikovo, Tomsk and Maksimkin Yar.

On take-off heading 046° the maneuver for joint Kozhevnikovo and Tomsk shall be carried out at a distance of not less than 8.6 NM from the take-off roll.

RUN-UP TESTS

CHANGES: New page.

Run-ups shall be carried during daylight only.

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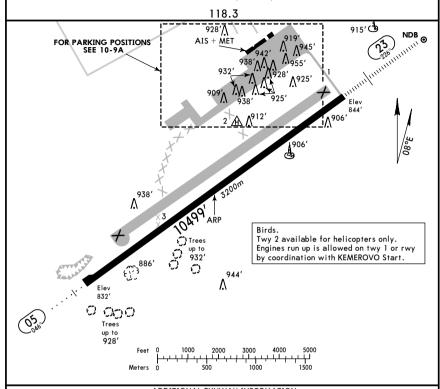
JEPPESEN JeppView 3.6.3.1

UNEE/KEJ Apt Elev 873' N55 16.2 E086 06.5

IAN 08 10-9 Eff 17 Jan

KEMEROVO Start (GND/TWR)

KEMEROVO, RUSSIA



ADDITIONAL RUNWAY INFORMATION						
				JSABLE LENGTH BEYOND ——	15	
RWY			Threshold	Glide Slope	TAKE-OFF	WIDTH
⁰⁵ • ₂₃	HIRL (60m) ALS PAPI-L (angle 2.75°)	RVR			10171' 2	197'
23	HIRL (60m) HIALS PAPI-L (angle 2.75°)	RVR		9515' 2900m	3100m	60m

CAUTION: Wavy surface not exceeding admissible values located between 1640'/500m to 3937'/1200m from threshold rwy 23 towards threshold rwy 05. Acft buffeting is possible during landing run.

Pirst 328'/100m unusable for take-off.

	TAKE-C	DFF
	AIR CARRIE	R (JAA)
	All Rw	ys
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A B C	250m	400m
D	300m	

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UNEE/KEJ

11 JAN 08 (10-9A) Eff 17 Jan

KEMEROVO, RUSSIA KEMEROVO

NOT TO SCALE

TERMINAL

AIS
MET

7
7A
3
2A
11
15
15
RNW 05/25

INS COORDINATES					
STAND No.	STAND No. COORDINATES				
1	N55 16.9	E086 07.3			
2	N55 16.9	E086 07.2			
3	N55 16.8	E086 07.2			
4 thru 6	N55 16.8	E086 07.1			

Stand 15 is available for helicopters.

Taxiing of acft CAT B, C and D into stand 10 and 11 shall been carry out by towing.

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UNEE/KEJ

JEPPESEN20 MAR 09 10-9S

Standard KEMEROVO, RUSSIA KEMEROVO

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STRAIC	GHT-IN RWY	Α	В	С	D
05	NDB	1680'(848')	1680'(848')	1680'(848')	1680'(848')
		C3800m	C3800m	C4000m	C4000m
	ALS out	C4000m	C4000m	C4200m	C4200m
23	ILS	1044 ′(200′)	1044′(200′)	1044′(200′)	1044′(200′)
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT	NOT	NOT	NOT
		AUTH	AUTH	AUTH	AUTH
2	NDB or NC LOM	1200′(356′)	1200′(356′)	1200′(356′)	1200′(356′)
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	N LMM	1450 ′(606′)	1450′(606′)	1450′(606′)	1450 ′(606′)
		C2300m	C2300m	C2500m	C2500m
	ALS out	C3000m	C3000m	C3200m	C3200m

Continuous Descent Final Approach

CHANGES: New page.

TAKE-OFF RWY 05, 23				
LVP must be in Force		1		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A B 250m	400m	500m		
D 300m				

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UNEE/KEJ

OCT 08 10-9X

JAA MINIMUMS KEMEROVO, RUSSIA KEMEROVO

STRAIGHT-IN RWY		Α	В	С	D
05	NDB	1680'(848')	1680'(848')	1680'(848')	1680 ′(848 ′)
		R1500m	R1500m	R2000m	R2000m
23	ILS	1044′(200′)	1044′(200′)	1044′(200′)	1044′(200′)
		R550m	R550m	R550m	R2000m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT			
		AUTHORIZED			
	2 NDB or NC LOM	1200′(356′)	1200′(356′)	1200 ′(356′)	1200 ′(356 ′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	N LMM	1450 ′(606′)	1450′(606′)	1450′(606′)	1450 ′(606′)
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m

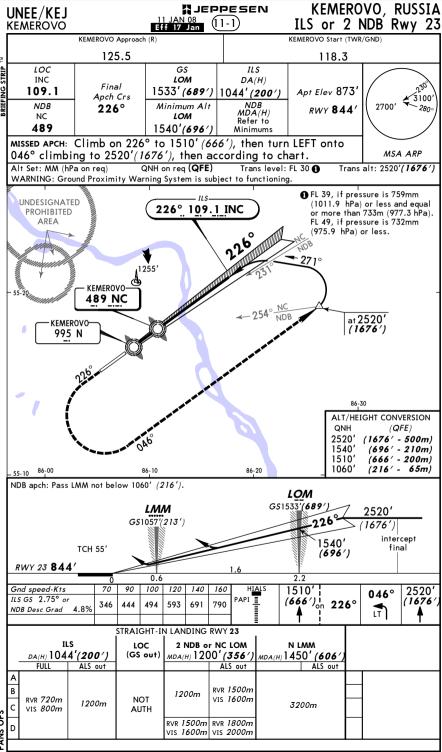
TAKE-OFF RWY 05, 23				
LVP must be in Force	1			
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A B 250m	400m	500m		
D 300m				

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CHANGES: Apt & rwy elev. Trans level & alt. Minimums. © JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

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